

Report of the

STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

NOVEMBER 11, 1960



COPY 2

DVUF DRIVE

The Department's annual drive for the Delaware Valley United Fund was completed successfully this month. The \$13,416.00 Departmental quota was met in spite of the fact that quite a number of employees refused to participate. Others with adequate income gave only nominal recognition to the drive.

RADIOLOGICAL MONITORING TRAINING

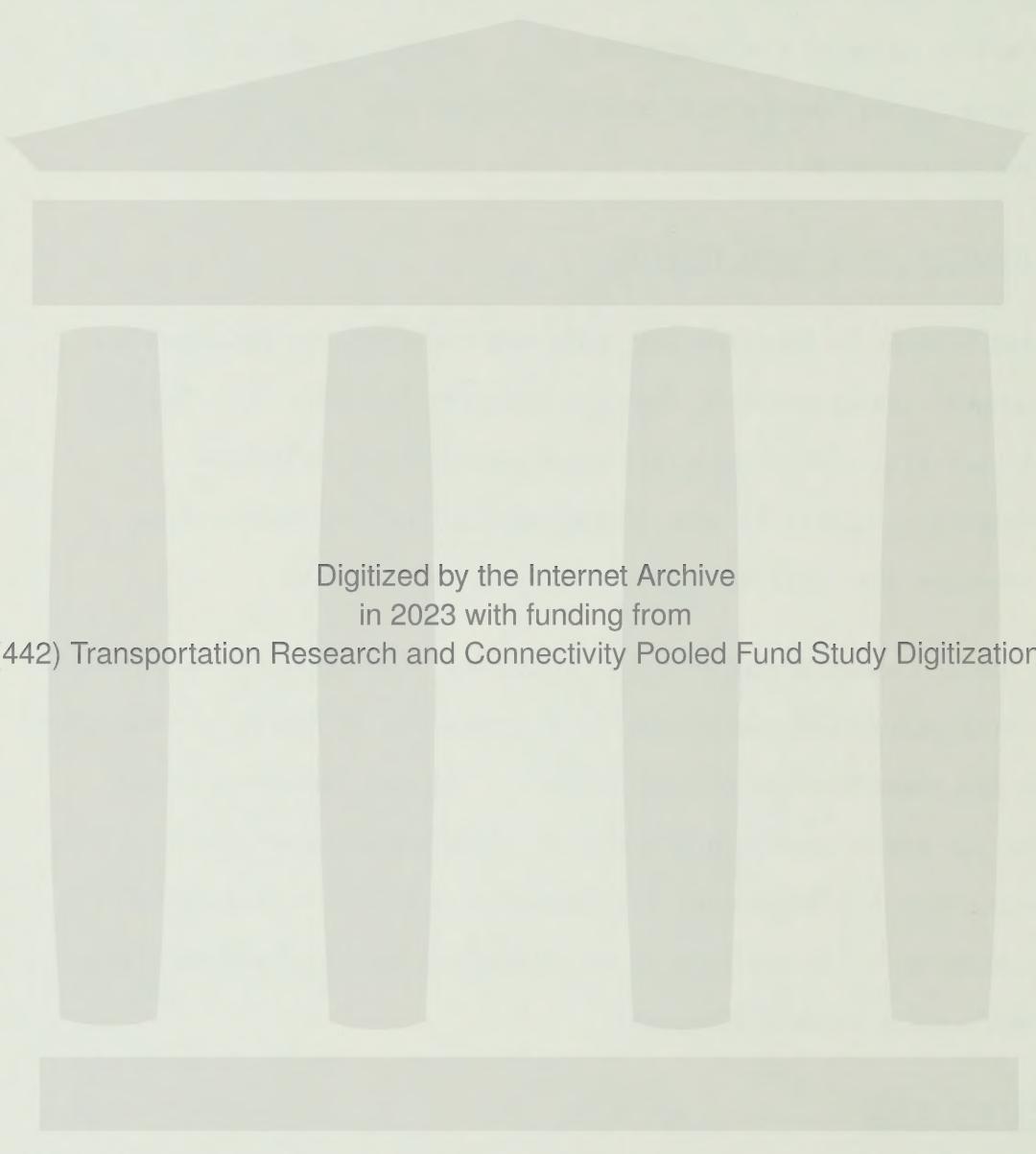
During October 71 Departmental employees completed the Radchem instructors' training course that got underway September 30. These employees will now serve as the cadre for training additional Department personnel in radiological monitoring through a series of sessions that will be conducted by the Department.

The basic 30-hour training course that they have completed was conducted by instructors provided by the State Department of Health in connection with the overall Civil Defense Program. The U.S. Bureau of Public Roads in conjunction with National Civil Defense authorities will rely heavily upon the Department for measuring radioactive fallout and for advice as to which portions of the highway system in New Jersey are passable in a defense emergency.

VISITING NURSE

The Department's visiting nurse program is bound to give further evidence of its benefits. Under this program a registered nurse employed by the Department visits the homes of employees who are

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VISITING NURSE, cont'd.

absent from their work because of personal illness or minor injury. On the occasion of these visits the nurse in her report will classify the type of illness or injury which resulted in the employee's absence.

The program is similar to that employed by many of the nation's more progressive private industries. It is felt that the program will result in the earlier return to work of many employees.

There are certain "don'ts" involved in this program all of which have been adequately emphasized to the nurse and her supervisors.

EYE TESTING PROGRAM

For the past several months the Department has devoted a portion of its pre-employment physical examination to eye tests, utilizing a modern eye testing machine that has wide acceptance by professional people. Our Safety Bureau will shortly undertake the program of utilizing this machine for re-evaluation of all of our drivers, equipment operators, mechanics and craftsmen. Two of the Bureau's inspectors have been trained in the use of the machine and the examinations will be conducted on an area basis. The program will be aimed at increasing the safe operation of the Department's vehicles by reason of pointing up the need for some to have vision corrections made before a preventable accident occurs to them.

HIGHWAY RESEARCH

Over the past several years the Department's Engineering Research Bureau has been engaged in improving the permanence of bituminous concrete resurfacing. Although all cracks in the base pavement are filled prior to resurfacing operations, expansion and contraction movements of the base pavement during extreme temperature periods cause them to gradually appear in the new roadway surface over a period of several months.

The problem is not one peculiar to New Jersey alone and has been the subject of much study and experimentation throughout the nation. These experiments have centered mainly on placing a layer of wire mesh on the base pavement immediately in advance of the machine that lays down the resurfacing material. Although wire mesh reinforcement has met with some success, its long range effect is negated in many instances by the formation of rust on the reinforcement.

To overcome this weakness the Department's Research Bureau recently interested one national firm in fabricating a fiberglass grid that could be used in place of the steel mesh. In order to field test the end product of this interest a 500-foot long, 5-foot wide stretch of bituminous concrete resurfacing on Route 20 in Paterson had fiberglass fabric incorporated in it. Two types of material were used, one type having half-inch grid and the other a one-inch grid. The material was placed between the base course of the resurfacing and the surface course. The material was positioned in the roadway in such fashion

HIGHWAY RESEARCH, cont'd.

that a direct comparison between resurfacing with and without the fabric would be subject to identical traffic loads and conditions. We do not expect to be able to evaluate the results for several months but feel that a progressive step in the proper direction has been taken.

CAPE MAY CANAL BRIDGE DEDICATION

On November 5 the Department held ceremonies in Lower Township, Cape May County, for the purpose of dedicating the new U.S. 9 bridge over the Cape May Canal.

Governor Robert B. Meyner, State Highway Commissioner Palmer, Cape May County Senator Charles Sandman and other public officials participated in the ceremonies that started at 10:30 a.m. at the bridge site.

Designed by engineers of the New Jersey State Highway Department and jointly financed by the Department and Federal Bureau of Public Roads, construction of the \$1,500,000 improvement was begun in June, 1959. The 473-foot long welded steel and concrete structure clears the surface of the Cape May Canal at a height of 55 feet above high tide and completely eliminates delays formerly encountered by both vehicular and boat traffic. The structure was first opened to vehicular traffic on July 3 of this year. A souvenir program is included in this report.

CONSTRUCTION PROGRAM

As of the first of this month the Department had a total of 55 highway construction projects underway. These represented a total dollar value of \$97,165,000. A few of the more important developments of our construction activities during the past month included:

Interstate Route 95 - On November 14 the Department awarded a \$7.8 million contract to the low bidder on a project that consists of all grading necessary for subsequent paving of roadway approaches to the George Washington Bridge within the 2.4 mile area between Route 4 and a point just east of Teaneck Road in Teaneck Township. One of the major tasks confronting the contractor within the project limits will be cutting out a slice of solid rock some 2,100 feet long and roughly 350 feet wide at the northerly end of the work area. At places the rock cut will be approximately 80 feet deep. The excavated material will be used in construction of embankments at the southerly portion of the project. A separate contract will be let in the future for paving the roadways within this area. Within the near future the Department will advertise for bids, to be received during December, for grading and paving the huge interchange to be constructed between Route 4 and the George Washington Bridge Plaza.

Interstate Route 80 - There were three developments of significance

CONSTRUCTION PROGRAM, cont'd.

Interstate Route 80, cont'd. - concerning Route 80 during the past month. On Oct. 27 the Department awarded a \$3.5 million contract for extending the 9-mile completed section of Route 80 in the vicinity of Dover, Morris County, another 3 miles westerly to a connection with Route 46 southwest of Netcong. In conjunction with the completed sections of Route 80 and other sections now under construction, completion of this project will provide a continuous 13-mile stretch of freeway from U.S. 46 just east of Denville to U.S. 46 southwest of Netcong. The proposed highway will bypass Dover, Denville and Netcong.

The Department will receive bids November 23 on stabilizing a 1,500 foot stretch of reclaimed marshlands adjacent to the Erie Railroad and Green Street in Teterboro, South Hackensack and Hackensack. This particular work will condition the marshlands to receive high embankments necessary for constructing Bergen-Passaic Expressway approaches to a future multi-lane viaduct across the local street and railroad. Sand drains will be employed in the consolidation of the marshlands.

On November 10 the Department awarded a \$37,000 contract for the demolition of 40 buildings within future construction limits of Interstate Route 80 in East Paterson. On September 8 the Department had received only one bid for the contract and as a result re-advertised. The re-advertisement resulted in the receipt of four



CONSTRUCTION PROGRAM, cont'd.

Interstate Route 80, cont'd. - bids, the lowest of which was more than \$10,000 less than the previous single bid.

Route U.S. 130 - The Department will receive bids November 23 on another extensive project for increasing the safety of the 14.5 mile Route 130 stretch between Burlington and the Airport circle just west of Camden. The project will be without Federal participation in its cost and will include construction of 18 new jughandles; closing approximately 75 openings in the existing center divider; replacing more than 2.5 miles of low sloping curb that now separates opposing directions of traffic with a 32 inch high concrete center barrier; and resurfacing nearly 3 miles of the 4-lane highway with bituminous concrete to better its riding quality and skid resistance.

The actual work area involves 6.4 miles of the overall stretch skipping a 3,500 foot area in Pennsauken Township where future improvements are being planned; a 6-mile stretch in Burlington County where construction of 25 new jughandles are already nearing completion; and a short highway section at Pennsauken Creek (the Camden-Burlington County line) where extensive improvements are being made to the Route 73-130 interchange.

Route 208 - The first step of a two-phase project that is aimed at extending Route 208 from its present northerly terminus at Colonial Road in Franklin Lakes to Route 202, a distance of 1.3 miles,



CONSTRUCTION PROGRAM, cont'd.

Route 208, cont'd. - was undertaken by the Department this month. The move consists of advertising for competitive bids on construction of a bridge to carry the Route 208 roadways over the New York Susquehanna and Western Railroad in Franklin Lakes.

The three-span bridge structure will be 190 feet long and 50 feet wide, with provisions made for an extension in width to accommodate future dualization of Route 208. The bids on this project will be received November 23.

Route 18 - A new interchange connecting recently constructed extensions of Route 18 in the Old Bridge area of Middlesex County with Route U.S. 9 was opened to traffic late in October. The opening permitted Route 18 users to join directly with Route 9 near the Monmouth-Middlesex County line. Completion of the interchange marks another step in our overall plan to provide motorists with a dual four-lane facility from New Brunswick approximately 25 miles southeast to a junction with the proposed Route 35 freeway in Eatontown, Monmouth County.

Route 35 - On November 3 the Department awarded a contract for dualizing 5.3 miles of Route 35 between Lavellette and Seaside Heights in Ocean County. Over the past several years the overall stretch of highway between Bay Head and Route 37 at Seaside Heights has been subjected to not only tremendously increased traffic loads, but marginal development that entirely changed the character of the area.

CONSTRUCTION PROGRAM, cont'd.

Route 35, cont'd. - In carrying out the dualization the Department will utilize an abandoned railroad bed for the new south-bound roadway. Although the railroad bed lies from 200 to 450 feet west of the existing two-lane highway, the frequency of cross streets is such that free movement between the two roadways will be available without any great concentration on any individual street to be used for a connector. The existing highway will remain to serve north-bound traffic and the many homes and developments between the roadways will not be negatively affected to any measurable degree. This 100 per cent state financed project should be completed before heavy summer season traffic loads develop.

U.S. 30 - The past month saw virtual completion of our \$340,000 straight-state financed improvement of the Admiral Wilson Boulevard between the Airport circle and Eleventh Street, Camden. This project involved the installation of over a mile of concrete center barrier, complete resurfacing of the 8-lane roadway and the construction of two pedestrian overpasses. Concurrent with the highway improvement project, our own forces incorporated some changes in the Cooper River Bridge to prevent tie-ups that have occurred infrequently there in the past.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

Oct. 11 - Met in New York with officials of practically all operating railroads of the metropolitan New Jersey area for discussions centering on their financial conditions.

Oct. 13 - Visited by Acting Governor Harper re highway activities in Sussex County.

Oct. 14 - Met with banking officials and consulting engineers in New York City for preliminary discussions to precede a subsequent meeting concerning the proposed Camden to Atlantic City Freeway.

Met with Senator Haines and Assemblyman Koenig of Burlington County to discuss Interstate Route 295 entrances and crossovers.

Oct. 17 - Attended meeting in Newark with a Newark development group involving matters of transit and Newark area planning.

Visited by Princeton and Princeton Township officials for review of our progress on a proposed bypass through their areas that would connect Routes 206 and U.S. 1.

Senator Dumont met with us regarding highway drainage matters in Warren County.

MEETINGS, cont'd.

Oct. 18 - Meeting with Commissioners Alampi and Bontempo re possible sites and access for a Hudson County Farmers Market.

Attended Governor's Cabinet meeting.

Oct. 19 - Met with officials of the Labor Union involved in operation of the New Jersey Turnpike to discuss various aspects preparatory for a review by the Commission.

With members of our engineering staff met in Newark with Senator Williams for detailed future plans regarding rail and highway transportation.

Visited by Mrs. Cotton and Mrs. Stone of Sergeantville for a review of matters concerning installation of the last covered bridge in New Jersey and damages to the Cotton property as a result of actions by the Hunterdon County Board of Freeholders. We were delegated by Mrs. Cotton to settle certain aspects with the Board of Freeholders.

Oct. 20 - Preliminary review with the accountants of Pennsylvania Reading Seashore line preliminary to a broader checkup, now underway, and investigation re their cost of freight and passenger operations.

MEETINGS, cont'd.

Oct. 21 - Met with Civil Service President Male on matters relative to Urban League activities.

Met with Mr. Arne Whiprud, Governor Rockefeller's railroad transit head, and Port of New York Authority officials re transit matters.

Oct. 24 - Conducted Departmental budget meetings.

Met with the heads of several Newark organizations re matters affecting their general area.

Oct. 25 - Attended discussion in Jersey City participated in by Assemblyman Musto and Union City Mayor Thourot and others concerning air rights.

Met in Atlantic City with Senator Farley, city officials and various engineers and bankers re the proposed three-county freeway between Atlantic City and Camden.

Oct. 26 - Addressed group at Firestone Library in Princeton covering transportation of people by rail and highways and answered numerous questions on various aspects of highway planning.

Oct. 27 - Participated in the Governor's Personnel Committee meeting which included discussion of proposals from various State Departments, principally the Department of Education.

MEETINGS, cont'd.

Oct. 27 - Mr. J. H. Tyler McConnell, Chairman of the Delaware Memorial Bridge Commission, and engineering consultants visited us for discussion of proposals for another bridge for the Cape May-Lawes Ferry.

Oct. 28 - Met with general counsels of the Association of New Jersey Railroads and the Central Railroad regarding matters affecting our Railroad Transportation Division's relations with the railroads.

Oct. 31 - Several meetings with counsel for various property owners for the purpose of attempting to work out acquisition schedules relating to our construction program in Bergen County.

Visited by special counsel of the Department of Commerce, Washington D. C., regarding highway activities in several other states.

Met in the Governor's office with the President and Executive Vice President of the State Chamber of Commerce.

Nov. 1 - Met with officials of the Portland Cement Association who wished to present certain facts re their material and the application thereof.

Met with legal representatives and the head of contracting firm that was low bidder on a recent project. Following

MEETINGS, cont'd.

Nov. 1 - this discussion and on the basis of information by staff (cont'd) members, proceeded with award of the contract to the second low bidder.

Nov. 2 - Morning meeting with the Turnpike Commissioners and their staff members for discussion of labor and other matters.

Noon meeting in New York Port Authority offices with the New York State Transit Coordinator and Port Authority officials covering a wide range of items.

Nov. 3 - Visited by representatives of labor union claiming to have some Highway Department engineering membership. Mr. Joel Jacobson who was to have attended was unable to participate and no developments were forthcoming as a result of the conference.

Nov. 4 - Conducted Departmental budget meetings.

Afternoon meeting with industrial leaders of the Camden area concerning Route 38 and approaches to Camden.

Nov. 5 - Accompanied and participated with the Governor in Route U.S. 9 Cape May Canal Bridge Dedication ceremonies in Lower Township, Cape May County.

Nov. 7 - All-day meeting with counsel, fiscal advisors and others concerned with highway alignments and locations in the metropolitan area.

BIDS RECEIVED

Oct. 13 -	Interstate Route 80 Grading and Paving Mt. Olive and Roxbury Townships, Netcong Morris County. <u>YONKERS CONTRACTING CO., Yonkers, N.Y.</u>	\$3,453,999.77
Oct. 20 -	Route 35 Grading and Paving Dover and Brick Townships, Lavallette Ocean County. <u>L. ZIMMERMAN & SONS, Hillside</u>	807,204.87
Oct. 20 -	Interstate Route 78 Removal of Buildings Springfield Township, Union County. <u>WILLIAM M. YOUNG CO., Newark</u>	17,458.00
Oct. 20 -	Route 9 Storm Drains Linwood and Pleasantville, Atlantic County. <u>J.D. MOORE, INC., Bridgeton</u>	39,530.80
Oct. 27 -	Roosevelt Boulevard Bridge Ocean City and Upper Township, Ocean County. <u>OLE HANSEN & SONS, Pleasantville</u>	1,243,512.44
Oct. 27 -	Interstate Route 80 Demolition of Buildings E. Paterson, Bergen County. <u>GIBRALTER WRECKING & SUPPLY CO., Union</u>	37,190.00
Nov. 3 -	Interstate Route 95 Grading, Drainage and Incidental Paving Teaneck Twp., Leonia, Fort Lee, Englewood Bergen County. <u>GEO. M. BREWSTER & SON, Bogota</u>	7,897,319.59
	<u>Total Bids Received</u>	\$ 13,496,215.47

CONTRACTS AWARDED

Oct. 11 -	Interstate Route 78 (Jugtown Mountain) Paving and Incidental Work Bloomsbury, Bethlehem, Union Twp., Hunterdon Co. <u>Yonkers Contracting Co., Yonkers, N.Y.</u>	\$2,127,704.19
Oct. 14 -	Interstate Route 287 Electrical Installations Somerset and Middlesex Counties. <u>Lightning Electric Service Co., Newark</u>	398,768.45
Oct. 18 -	Palisades Avenue Bridge Jersey City, Hudson County. <u>Schiavone Construction Co., Secaucus</u>	241,184.00
Oct. 18 -	Route 28 Widening and Resurfacing Middlesex and Bound Brook Somerset and Middlesex Counties. <u>Franklin Contracting Co., Little Falls</u>	1,071,975.50
Oct. 27 -	Interstate Route 80 Grading and Paving Mt. Olive & Roxbury Twp., Netcong Morris County. <u>Yonkers Contracting Co., New York</u>	3,453,999.77
Oct. 28 -	Washington Valley Road Reconstruction Bridgewater Township, Somerset County. <u>Jannarone Engineering Co., Matawan</u>	82,461.44
Oct. 31 -	Interstate Route 78 Removal of Buildings - Troy Village Springfield Township, Union County. <u>William M. Young Co., Newark</u>	17,458.00
Oct. 31 -	Route 9 Drainage Linwood and Pleasantville, Atlantic County. <u>J.D. Moore, Inc., Bridgeton</u>	39,530.80
Nov. 3 -	Route 35 Grading and Paving Dover and Brick Townships, Lavallette Ocean County. <u>L. Zimmerman & Sons, Hillside</u>	807,204.87
<u>Total Contracts Awarded</u>		\$ 8,240,287.02

BIDS TO BE RECEIVED

Nov. 10 - Route 36
Dualization and Intersection Improvements
Eatontown and W. Long Branch, Monmouth County.

Nov. 23 - Route U.S. 130
Resurfacing, Intersection Improvements and
Barrier Curb.
Camden and Burlington Counties.

Nov. 23 - Interstate Route 80
Sand Drains and Incidental Work
Township of S. Hackensack, Hackensack & Teterboro
Bergen County.

Nov. 23 - Route 208
Overpass at NYS & Western Railroad
Franklin Lakes, Bergen County.

NEW JERSEY STATE HIGHWAY DEPARTMENT

DEDICATION

CAPE MAY CANAL BRIDGE



Saturday, November 5, 1960

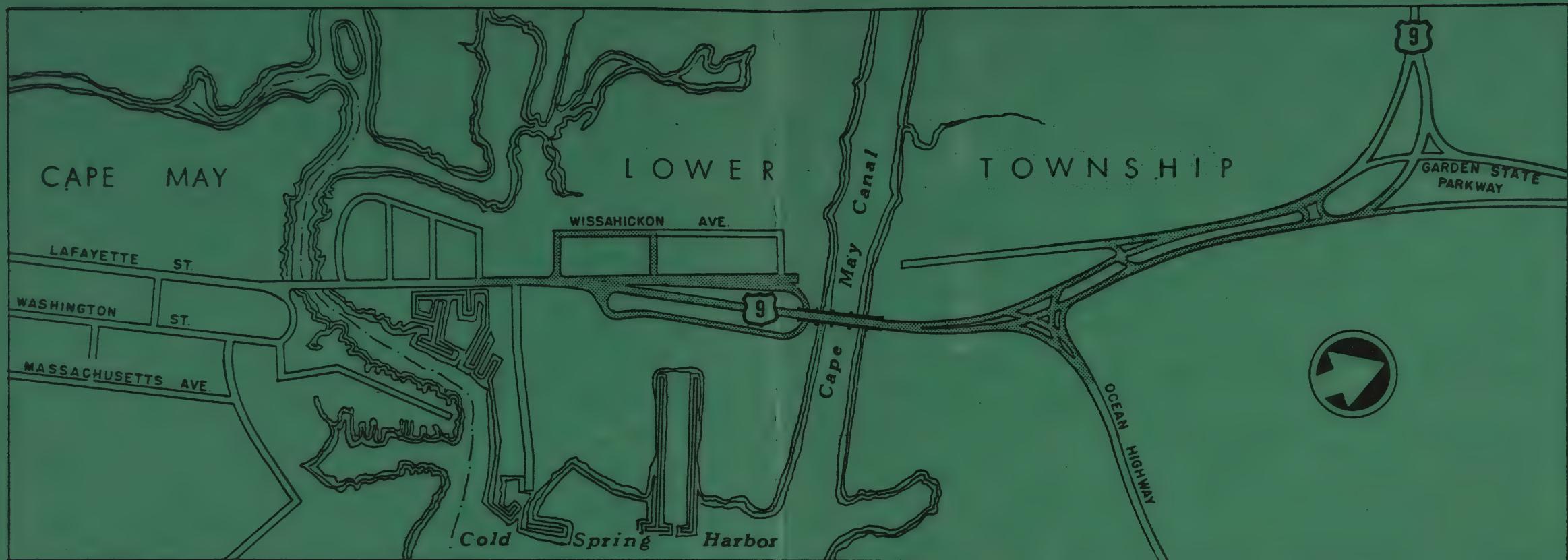
10:30 A.M. At the Bridge

Robert B. Meyner
Governor

D. R. G. Palmer
Commissioner



A portion of the participants in the November 5 dedication ceremonies for the new Route U.S. 9 bridge over the Cape May Canal.



CAPE MAY CANAL BRIDGE and APPROACHES

The new Route U. S. 9 Cape May Canal Bridge and its approaches are the end product of many individual and organizational talents and abilities applied to the solution of a pressing need. The new structure replaces an old drawbridge that had become outmoded by both time and growth of the function it was called upon to perform.

Designed by Engineers of the New Jersey State Highway Department and jointly financed by the Department and Federal Bureau of Public Roads, construction of this \$1,500,000 improvement was begun in June, 1959. The bridge structure, located 125 feet east of the old crossing, clears the surface of the Cape May Canal at a height of 55 feet above high tide and completely eliminates delays formerly encountered by both vehicular and boat traffic.

The 473 foot long welded steel and concrete structure was first opened to vehicular traffic on July 3, 1960, and the entire project completed during the following October. The functional beauty of the structure and the sweep of its mile-long roadway approaches will long stand as a tribute to the many who played a part in their creation.

• DEDICATION PROGRAM •

NATIONAL ANTHEM	U. S. Coast Guard Band Cape May Coast Guard Receiving Center
MASTER OF CEREMONIES	Hon. Charles W. Sandman, Jr. Senator, Cape May County
INVOCATION	Rev. Samuel A. Harker, D. D. Cold Spring Presbyterian Church
WELCOME	Hon. Joseph E. Roop Mayor, Lower Township
AN ADDRESS BY	Dwight R. G. Palmer, Commissioner New Jersey State Highway Department
DEDICATION ADDRESS	Hon. Robert B. Meyner Governor, State of New Jersey
SPECIAL PRESENTATION	Hon. Lawrence M. Lear, Director Cape May County Board of Chosen Freeholders
BENEDICTION	Right Rev. William A. Regan St. Raymonds Roman Catholic Church
IMMEDIATELY FOLLOWING COMPLETION OF THIS PROGRAM A PARADE WILL FORM TO LEAD THE WAY TO HISTORIC CONGRESS HALL HOTEL IN CAPE MAY WHERE A BUFFET LUNCHEON WILL BE SERVED TO ALL WHO WISH TO ATTEND.	

NEW JERSEY STATE HIGHWAY DEPARTMENT

Dwight R. G. Palmer
Commissioner

Laurence C. Petersen
Director & Chief Bridge Engineer

Otto H. Fritzsche
State Highway Engineer

Edgar Y. Corson
Supervisor, Bur. of Road Construction

J. A. Swanson
Regional Engineer

H. P. Beschenboszel
Division Engineer

UNITED STATES BUREAU OF PUBLIC ROADS

GENERAL CONTRACTOR

Ole Hansen & Sons, Inc.
Pleasantville, N.J.

• • • •

The State Highway Department extends its appreciation for the interest displayed by the following individuals and the Cape May County Chamber of Commerce towards making today's dedication a successful and noteworthy event:

LOCAL COORDINATING COMMITTEE *Cape May Bridge Dedication*

Mr. George J. Carter, *Chairman*
Cape May Court House

Mr. Alec Lyle
Cape May

Mr. Leland Stanford
Green Creek

Miss Margaretta Pfieffer
Sea Isle City

Mrs. Lilian Briant
Cape May

Mrs. Hugh Scott
Stone Harbor

Mrs. Arthur Laricks
Sea Isle City

Mrs. Dorothea Bleidorn
Villas

Mr. Andrew Knopp
Cape May

Mr. Allen B. Taylor
Wildwood Crest

Mr. Roland E. White
Cape May

Mr. Hugh Scott
Stone Harbor

Mr. Kennedy Hickman
Cape May

Mr. Charles L. Albert
Wildwood

Mr. Joseph Von Savage
Wildwood Crest

Mr. Wallace Laudeman
Cape May

Mr. Henry Lapidus
Wildwood

Mr. Arthur Watkins
Ocean City

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUXEDO 2-3000 - EXT. 431-432

1960

INTERSTATE ROUTE 80 - BIDS
Landing Road to Route 46
Morris County.

Trenton, Oct. 13 - The Yonkers Contracting Co., of New York, submitted the lowest of six bids received by the New Jersey State Highway Department today on a contract for grading and paving another 3 mile section of the Interstate Route 80 Freeway in Morris County.

The firm's bid on the project, which will extend from Landing Road in Mt. Arlington Borough to Route 46 in Mt. Olive Township, was \$3,453,999.77.

Other bidders on the project were: Public Constructors, Inc., Blackwood, \$3,717,989.07; Conduit & Foundation Corp., Philadelphia, \$3,843,033.23; Geo. M. Brewster & Son, Bogota, \$3,867,494.62; Hagen Industries, Inc., Corona, N.Y., \$3,974,168.31; S. J. Groves & Sons Co., Woodbridge, \$4,173,161.71.

In conjunction with other Interstate Route 80 construction in this area, completion of this new section will provide motorists with the final link of a continuous 13-mile stretch of Freeway from U.S. 46, just east of Denville, to U.S. 46 southwest of Netcong. The super highway will bypass Denville, Dover and Netcong.

This includes a 1.7 mile portion of the Freeway, which adjoins the eastern end of the new section at Landing Road and is now being constructed eastward to Howard Boulevard at a cost of \$2.1 million. A \$6.6 million four-mile section extending from Howard Boulevard easterly to Route 15 was put in service last Friday. Approximately 5 miles of the Freeway east of Route 15 were completed and opened to traffic last October at a cost of about \$9 million. A \$1.5 million half-mile easterly extension of the route through Denville is now underway.

The section of superhighway now to be built will consist of two 37-foot roadways separated by a 42-foot wide medial strip.

(more)

1960
INTERSTATE ROUTE 80 - BIDS

Each roadway will have three lanes: the inner lane being 13 feet wide and the outer lanes each 12 feet wide. Shoulders along the outside edge of each roadway will be 12 feet wide.

Main roadway pavements will consist of a 20-inch thick subbase, a 7-inch thick stone base, and a surface of bituminous concrete three inches thick. Shoulders will consist of a 22-inch subbase, 6-inch base course, and be topped with 2 inches of bituminous concrete. All interchange ramps and local access roads will be paved with bituminous concrete.

At the east end of the project a traffic interchange will connect the Freeway with Landing and Shippenport Roads and Route 46. Starting also at this interchange will be a 20-foot wide (2 lane) bituminous concrete local access road which will parallel the north side of the Freeway for 4,000 feet west to Route 46.

Within the project limits another interchange will connect the Freeway with Route 206.

At the west end of the project where a Freeway overpass will be built in the future, Route 46 will be dualized for a half-mile by building a completely new eastbound roadway. Interchange ramps will connect the new Freeway to Route 46.

A local access road will also be constructed here to inter-connect Mountain Road, eastbound Route 46 and Old Budd Lake Road. 240 working days will be allowed for completion of the entire project.

The new project is one segment of the proposed 67.7 mile portion of Interstate Route 80 to be located in New Jersey. Estimated total cost of New Jersey's section of this coast-to-coast Freeway is \$291.1 million, 90 per cent of which is to be paid for by the Federal Government.

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1960
INTERSTATE ROUTE 80 - BIDS

Other segments under construction include a \$2.7 million bridge to carry the Freeway over the Passaic River between Paterson and East Paterson, and smaller structures in the Netcong area to take the Freeway over local roads.

Scheduled for construction this year on Route 80 is the section linking Route 17 with the George Washington Bridge. The Freeway will take traffic from the congested bridge area and distribute it among New Jersey highways in Bergen County.

All work is part of the Federal Government's proposed 41,000 mile network of Interstate and Defense Highways designed to connect major metropolitan areas in 48 states. In New Jersey 368 miles of these routes will be built at an estimated cost of \$1.4 billion.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - EXT. 431-432

RELEASE THURS., OCT. 13 P.M.



1960
ROUTE 18 COMPLETION
Middlesex County.

Trenton, Oct. 13 - The State Highway Department's new interchange connecting Route 18 and Route 9 in Madison Township, Middlesex County, will be opened to traffic late this week, weather permitting.

The opening will enable Route 18 users to join directly with Route 9 near the Monmouth-Middlesex County line and for the first time permit full utilization of the adjoining 3.7 mile section of new freeway east of Old Bridge that was opened to traffic last winter.

Completion of the interchange marks another step in the Highway Department's overall plan to provide motorists with a dual four-lane facility from New Brunswick approximately 25 miles southeast to a junction with the proposed Route 35 Freeway in Eatontown, Monmouth County.

Between New Brunswick and Old Bridge the improvement consists of converting the existing 3-lane highway to a 4-lane dual. East of Old Bridge the route's course consists of completely new alignment and the construction will provide a limited access freeway.

At the new interchange Route 18 traffic will join southbound Route 9 via a ramp which leaves the main roadway just east of Spring Valley Road and merges with southbound Route 9 near Freneau Road.

Northbound Route 9 traffic can get on northbound Route 18 by following a new ramp that branches to the right off U.S. 9 at Freneau Road, sweeps around in a left curve over Route 9 on a new overpass, and joins Route 18 near Spring Valley Road.

(more)

1960
ROUTE 18 COMPLETION
Middlesex County

= Traffic movements from southbound U.S. 9 to northbound Route 18, and from southbound 18 to northbound 9 are possible through use of side roads. These movements are not anticipated in great enough volume to create an immediate need for additional intersection ramps.

The interchange ramps vary in width up to 23 feet wide. The Route 9 overpass has a 23-foot roadway. Paving consists of three inches of bituminous concrete on a seven--inch macadam base course. Acceleration and deceleration lanes have been constructed along U.S. 9 where the Route 18 ramps merge.

Three sections of the overall Route 18 improvement between New Brunswick and Old Bridge have been completed and are open to traffic. The western section between the Albany Street Bridge over the Raritan River in New Brunswick and Route 1, completed in 1955, has four lanes divided by a 20-foot grass center island near New Brunswick, and a four-foot island flanked by concrete curbs near Route 1.

The new \$2.5 million traffic interchange system at Route 1 and route improvement extending to the New Jersey Turnpike is planned for completion before the end of this year. Some key ramps and roadways of the interchange have been in use for several weeks.

A one mile section of dualization between the New Jersey Turnpike and West Amherst Avenue in East Brunswick Township was completed in June, 1959.

Funds have been earmarked by the Department for completing the route's conversion between the New Jersey Turnpike and Milltown Road, a distance of 2.6 miles, and constructing grade separations at Milltown Road and Cranbury Turnpike. The work is planned to get underway before next July.

(more)

1960
ROUTE 18 COMPLETION
Middlesex County.

Engineering studies by Department engineers to determine the alignment of Route 18 from Route 9 easterly are now underway.

According to a Highway Department spokesman the overall Route 18 project will fulfill a long-standing need for an adequate facility to handle increasing traffic flow between the New Brunswick area, including the New Jersey Turnpike, and the northern seashore resorts.

The overall Route 18 project is part of the Highway Department's master plan for State Highway System extension and improvement aimed at bringing State road facilities in line with anticipated 1975 safety and traffic capacity needs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960

INTERSTATE ROUTE 78 - BIDS
Troy Village
Springfield, Union County

Trenton, Oct. 20 - A \$17,458.00 bid submitted by the William N. Young & Co., Newark, was the lowest of 4 received today by the New Jersey State Highway Department on a contract for removing two unfinished apartment buildings located within the limits of future Interstate Route 78 in Springfield Township, Union County.

Other firms bidding for the contract were: Interstate Wrecking Co., Inc., Springfield, \$18,740.00; D'Annunzio Bros. Inc., Scotch Plains, \$24,400.00; Gibralter Wrecking & Supply Co., Union, \$26,900.00.

The two-story buildings were to be part of the Troy Village garden development at Shunpike Road and Briant Avenue.

An amicable agreement for the purchase of the buildings and 3.9 acres of surrounding land was concluded by the Highway Department and the former owners in August of this year.

The portion of Route 78 to be constructed in the Troy Village area will become part of a 68-mile Freeway that will cross New Jersey from the Holland Tunnel to the Delaware River at Phillipsburg.

The Freeway will be part of a 41,000 mile nationwide network of Interstate and Defense Freeways that will link 90 percent of this country's largest industrial and population centers. The Federal Government will pay 90 per cent of the Freeway's construction cost, and the State 10 per cent.

Three New Jersey sections of Route 78 are now open to traffic. Two built by the State Highway Department consist of a four-mile section from Bloomsbury to Still Valley completed in October, 1959, and a two-mile section near Clinton completed in September 1958. The Newark Bay extension of the New Jersey Turnpike (more)

1960
INTERSTATE ROUTE 78 - BIDS
Troy Village
Springfield, Union County

to be utilized for the Freeway, was completed in September, 1956. Public hearings to clear the way for fixing 59 miles of the route's alignment have been held.

A contract for preliminary construction and grading of a 4.8 mile section through the Jugtown Mountain area between Bloomsbury (Hunterdon County) and Route 22 is practically complete. A contract for paving this section, at a cost of \$2,100,000, was awarded by the Department to the Yonkers Contracting Company, New York, October 6.

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61-I-25-A

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1960

Pleasantville-Linwood - BIDS
Atlantic County

Trenton, Oct. 20 - The New Jersey State Highway Department today received competitive bids on a contract for constructing new storm drains at three points along Route 9 (New Road) in Pleasantville and Linwood, Atlantic County.

J. D. Moore, Inc., of Bridgeton, was low bidder on the contract. The firm's bid was \$39,530.00.

Other bidders were: Rudolph Meckel & Son, Vineland, \$40,243.65; Sheer Bros., Salem, \$44,659.05. Edward P. Campanella, Hammonton, \$50,066.50; Bancheri Construction Co., Hammonton, \$51,832.00; D'Annunzio Bros., Scotch Plains, \$57,644.20; G. R. Gray, Inc., Chester, Penna., \$59,685.35; Arthur R. Henry, Inc., Northfield, \$60,720.10; Conduit & Foundation Corp., Phila., \$75,121.35.

One drainage system will correct storm flooding conditions on Route 9 between West Reading Avenue and Martin Terrace. Another system will drain the Route 9-Marvin Avenue Intersection In Linwood. The third system will drain an area between Monroe Avenue and Patcong Avenue in Linwood.

The Pleasantville system will run north and south along Route 9 for 1,100 feet between West Reading Avenue and Martin Terrace and extend 1,000 feet easterly along Wellington Avenue. Drainage water will flow south from West Reading Avenue and north from Martin Terrace to the Wellington Avenue connection, then down Wellington Avenue to Emerson Avenue where it will empty into two 300-foot long ditches which lead to 30-inch concrete drainage pipe lines.

The section of the system to be installed along Route 9 will consist of 24-inch reinforced concrete pipe buried about seven feet deep under the east shoulder of the highway. When completed the pipe trench area will be resurfaced with bituminous concrete.

(more)

1960

Pleasantville-Linwood ~ BIDS
Atlantic County

The Wellington Avenue drain line will consist of 24-inch reinforced concrete pipe buried about seven feet beneath the surface of the southerly roadway. The trench area will be resurfaced with eight inches of gravel.

At the intersection of Route 9 and Marvin Avenue in Linwood storm drain inlets will be installed at all four corners. The inlets will connect to a 15-inch concrete pipe that will extend about 1,100 feet east along Marvin Avenue to Wabash Avenue where it will connect to an existing drainage system. The Marvin Avenue pipe line will be about seven feet deep. After the trench is filled it will be topped with a two-inch thick layer of bituminous concrete.

The system that will be installed along Route 9 between Patcong and Monroe Avenues will drain about 1,475 feet of the roadway, emptying the collected water into a creek near Patcong Avenue. The 18-inch corrugated metal pipeline will be buried about five feet beneath the east shoulder of the highway.

A total of five 15-inch corrugated metal pipe cross drains will be installed under the roadway at various points to drain the west shoulder area.

The pipe trenches will be repaved with gravel base topped with two inches of bituminous concrete.

Traffic will be maintained through the construction areas during the total of 40 working days to be allowed for completion of the entire project.

The project will be financed by 100 per cent State funds. All bids will be reviewed by State Highway engineers before the contract is awarded.

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60-N-24

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960
 ROUTE 35 - BIDS
 Ocean County

Trenton, Oct. 20 - The New Jersey State Highway Department today received seven bids on a contract for dualizing 5.3 miles of Route 35 in Dover and Brick Townships and the Borough of Lavallette, in Ocean County.

All bids will be reviewed by State Highway Department engineers before the contract is awarded. Bidders were: M.J. Stavola, Inc., Red Bank, \$763,985.05; L. Zimmerman & Sons, Hillside, \$807,204.87; S.J. Groves & Sons, Woodbridge, \$827,388.90; Hess Brothers, Parlin, \$913,923.15; Bancheri Constrn. Co., Hammonton, \$967,128.50; J.F. Chapman & Son, Hillside, \$1,031,521.52; Franklin Contracting Co., Little Falls, \$1,094,300.20.

Department plans call for building a completely new roadway for southbound traffic on the former Pennsylvania and Atlantic Railroad right of way which runs parallel to existing two-lane Route 35. Distance between existing Route 35 and the new roadway to its west varies from 200 to 450 feet.

The existing Route 35 highway will remain to serve future northbound traffic. Existing street systems will remain intact and buildings between roadways will not be disturbed. Eight structures built on the railroad right of way since its abandonment will be removed.

In Brick Township the new road will turn southbound traffic from existing Route 35 onto Curtis Point Drive for approximately 200 feet, then south to the \$3,000,000 approach system in Seaside Heights and Lavallette. The new roadway will join the approach system at Eisenhower Avenue, Lavallette.

The new roadway will be 23 feet wide (2 lanes) and have a bituminous concrete surface. Highway Department plans call for concrete curbing and storm drains to be installed along the limits of the roadway.

A reinforced concrete culvert, 10 feet wide, will be built under the new roadway to connect Whale Creek and the boat lagoon between West Swordfish Way and West Dolphin Way in Dover Township.

The project will be financed by 100 per cent State funds. A total of 120 working days will be allowed for completion of the roadway.

60-N-45.

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WEST LONG BRANCH

ROUTE 36

ROUTE 71

BROADWAY

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



RELEASE THURSDAY P.M., OCTOBER 20

1960

Route 36 - ADV

Route 35 to Victor Avenue

Monmouth County

Trenton, Oct. 20 - The New Jersey State Highway Department will receive sealed competitive bids November 10 for dualizing 2.4 miles of Route 36 from the Route 35 traffic circle in Eatontown easterly to beyond Victor Avenue in West Long Branch.

Completion of the 100 per cent State financed project will provide motorists with eastbound and westbound two-lane roadways separated by a grass center island 40 feet wide.

Existing Route 36 in this area consists of single 23-foot wide 2-lane roadway flanked on each side by ten-foot wide bituminous treated shoulders. From the Route 35 traffic circle to Broadway in West Long Branch it will remain to carry future westbound traffic. From Broadway to Turtle Mill Brook the existing roadway will be used for future eastbound traffic.

The new roadway will have two 12-foot wide traffic lanes bordered by a ten foot shoulder along the outer edge, and a three-foot shoulder flanking the center island. Traffic lanes will be surfaced with bituminous concrete three inches thick supported by a six-inch thick stabilized bituminous base course and a subbase eight inches thick. Shoulders will consist of a seven-inch gravel base course topped with a two-inch thick bituminous surface.

At Broadway new interchange ramps will be built to provide easy connections between the dual highway and the local street.

At the intersection with Route 71 two jughandles will be constructed to permit left turns from Route 36 to be made completely outside through traffic lanes. Plans call for some revision of traffic signals now located at that intersection, Oceanport Avenue and Broadway.

(more)

1960

Route 36 ~ ADV
Route 35 to Victor Avenue
Monmouth County

Permanent surfacing of the dual roadways cut through the center of Route 35 traffic circle last spring also is included in the contract.

A total of 80 working days has been allowed for completion of the project. All bids will be reviewed by State Highway engineers before the contract is awarded.

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61-N-39

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1960

ROUTE 30 - COMPLETION

Camden - Pennsauken

Camden County

Trenton, Oct. 21 - The New Jersey State Highway Department today announced virtual completion of a \$340,000 improvement project that makes Admiral Wilson Boulevard (Route 30) in Camden and Pennsauken safer for both motorists and pedestrians.

The project, financed entirely by State Highway Department funds, included building two pedestrian overpasses, over a mile of concrete center barrier, and complete resurfacing of the 8-lane roadway. Work begun in early summer extended 1.7 miles between the Airport traffic circle (junctions of Routes 38, 30, and 130) and Eleventh Street, in Pennsauken Township and the city of Camden.

The new pedestrian overpasses are located at 16th Street, Camden, and at Rodman Avenue, Pennsauken. Both structures have safety railings, stairways, and a walkway surface six feet wide.

The new concrete center barrier divides opposing directions of traffic on Admiral Wilson Boulevard. Measuring thirty-two inches high and two feet wide at the base, the barrier extends from a point half way between 12th Street and the Pennsylvania Railroad overpass to the Airport circle. The only openings in the barrier are located on either side of the Cooper River Bridge to enable local police to reverse direction of vehicles in case the bridge should malfunction.

The Highway Department's maintenance forces are currently repairing the Cooper River bascule span to insure against possible future trouble.

The entire U.S. 30 roadway within project limits has been resurfaced with two layers of bituminous concrete, each 1.5 inches thick.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



1960

Ocean City-Upper Township-BIDS
Cape May County
FAS

Trenton, Oct. 27 - Ole Hansen & Son, Inc., Pleasantville, submitted the lowest of 7 bids received today by the New Jersey State Highway Department on a contract for constructing a new bridge on Route 585 between Ocean City and Upper Township, Cape May County. The firm's bid was \$1,243,512.44.

The proposed bridge will carry Route 585 (Roosevelt Boulevard) over Crook Horn Thorofare. The project also calls for constructing approaches to the proposed bridge, and a local access road.

Other bidders on the project were: Conduit Foundation Corp., Philadelphia, \$1,492,638.95; George M. Brewster & Son, Inc., Bogota, \$1,475,599.75; J. F. Chapman & Son, Inc., Hillside, \$1,490,785.00; Gaskill Construction Co., Riverside, \$1,259,703.95; F. A. Canuso & Sons, Inc., Philadelphia, \$1,353,693.41; Public Constructors, Inc., Blackwood, \$1,325,716.05.

The proposed bridge will replace a 48-year old low level timber trestle structure that must be opened for boat traffic.

The new bridge will be 1,628 feet long and carry an eight inch thick reinforced concrete deck 28 feet wide to accommodate two lanes of traffic. The deck will be placed on pre-stressed concrete beams which in turn will be supported by timber and concrete pilings. The bridge and its approaches will be fully illuminated. Concrete walkways, 2.5 feet wide will flank the traffic lanes.

Center span of the bridge, to be reinforced concrete supported by steel girders, will be 93 feet long. It will extend over the Thorofare's 80-foot wide channel which is part of the Intracoastal Waterway. Vertical distance from the channel's mean high tide level to the bridge will be 35 feet. Although

(more)

1960

Ocean City-Upper Township-BIDS
Cape May County

the center span will be fixed, provisions have been made in the engineering plans to convert it to a drawbridge.

The new bridge will span the thorofare about 100 feet north of the present structure, which will remain open to traffic until construction is completed and then be removed.

Traffic approaches to be constructed at each end of the bridge will be surfaced with bituminous concrete two inches thick, supported by a six-inch bituminous base and gravel subbase eight inches thick. The approach roadways will narrow from a width of 50 feet (four lanes) to 28 feet (two lanes) where they join the bridge. Concrete curbs will border the roadways.

The western approach at the Upper Township end of the bridge will be 700 feet long. A two-lane bituminous concrete surfaced local access road will run along both sides of the approach and under the bridge near the Thorofare to permit access to adjacent properties. The access road will open onto the eastbound and westbound roadways of the approach. A concrete barrier 300 feet long to prevent left turns across traffic will be constructed in the center of the main roadway where the access road joins each side of the approach.

The eastern approach, at the Ocean City end of the bridge, will be 800 feet long. When this approach is completed the section of road leading from the old bridge parallel to the approach will be abandoned.

The proposed project comes under the Federal Government's program for financial aid to secondary roads with Cape May County ad the Federal Bureau of Public Roads sharing all costs. Completion of the project is scheduled for October, 1962.

The State Highway Department acts in an advisory capacity, reviewing plans and specifications, receiving bids, awarding the contract and inspecting the work. All bids will be reviewed by State and County highway engineers before the contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1960

INTERSTATE ROUTE 80 - RE-BIDS
Demolition - Bergen County

Trenton, Oct. 27 - A New Jersey State Highway Department contract for the demolition of 40 buildings within future construction limits of Interstate Route 80 in East Paterson, Bergen County, drew four bidders today.

The lowest bid was submitted by the Gibralter Wrecking & Supply Co., of Union, and totaled \$37,190.00.

Other bidders for the contract were: V. Ottilio & Sons, Paterson, \$39,700.00; Tibbets Contracting Corp., Yonkers, N.Y., \$46,530.00; William N. Young & Co., Newark, \$51,150.00.

All bids will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded.

At a previous public bid session in Trenton on September 8 only one bid on the project was received. In line with customary policy of the Highway Department the single bid, which also exceeded the engineer's pre-bid estimate of the work cost, was rejected.

The structures, ranging from dwellings to factory buildings, have been purchased by the Department in order to clear the way for future construction of the Bergen-Passaic Expressway section of Interstate Route 80.

Their demolition is being undertaken now to prevent their becoming eyesores and fire hazards in the municipality between the time of their being vacated by the owners and the beginning of road construction activities.

In addition to demolition of the buildings, which is to be completed by December 31, 1960, the contract calls for filling cellars and removing debris from the demolition area.

(more)

1960

INTERSTATE ROUTE 80 - RE-BIDS
Demolition - Bergen County.

Construction of the expressway is now underway in the easterly section of Bergen County near the George Washington Bridge. The Department plans the route's completion from the bridge westerly to Route 17 by mid-1962. Construction of the freeway west of Route 17 is expected to get underway within three years depending upon the availability of funds.

According to a Highway Department spokesman, many of the properties were acquired under a plan whereby the owners received advance payments. This plan, evolved about a year ago by State Highway Commissioner Dwight R. G. Palmer, provides that the owner may be paid 25 per cent of the value of the property within two weeks after approval of settlement providing this amount does not exceed 75 per cent of his equity in the property.

Formerly the Department was not permitted to make payments to owners until all phases of acquisition were completed and the check cleared through the State ¹Treasurer.

Interstate Route 80 is one of ten such routes to be built in New Jersey as part of the 41,000 mile National System of Interstate and Defense Highways that will connect 90 per cent of all U.S. cities of more than 50,000 population.

Nationally, the route will extend from its junction with Interstate Route 95 in the Overpeck Creek area just east of Teaneck to San Francisco. Its westerly terminus in New Jersey will be at the Delaware Water Gap where a 4-mile completed section of former Route 611 will be occupied by the Interstate route. Total length of the New Jersey portion is approximately 68 miles and its cost has been estimated at \$291 million. The Federal Government will pay 90 per cent of all costs.

Construction of nearly 9 miles of the route is already completed in the Dover area of Morris County, and another adjoining 5.6 miles is now being built. A \$2.7 million multi-lane Route 80 bridge over the Passaic River between Paterson and East Paterson is also under construction.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE THURS. P.M., OCT. 27.

1960

FREEWAY STUDY - Cumberland Co.

Trenton, Oct. 27 - Preliminary State Highway Department studies for aligning a new 22 mile long Freeway section aimed at relieving traffic pressure on existing Route 47 (Delsea Drive) in the Vineland and Millville area of Cumberland County are now well underway according to a Highway Department spokesman.

Limits of the study extend from about eight miles north of Vineland to approximately four miles south of Millville. The study area bypasses both Millville and Vineland and centers on developing alternate alignments for the Freeway that would be engineeringly feasible.

Although completion of the study is anticipated by the Department within the next few months, it will be subjected to top-level Highway Department review and later be made the subject of discussions with officials of Cumberland County and Millville-Vineland area municipalities before being presented at a public hearing.

Long-range plans of the Department call for construction of a Freeway that would parallel Route 47 for practically its entire length between the Camden area and Route 9 in Cape May County.

According to the Department no forecast could be made at this time as to when final engineering on the Vineland-Millville Freeway section would be completed and construction could get underway.

Early design thinking of the Department is that the Freeway, when constructed, would be a 4-lane facility comprising two 2-lane roadways separated by a wide center island. Access to the highway would be permitted only at selected interchanges. Most local roads would be overpassed by the Freeway or carried over its dual roadways.

(more)

1960
FREEWAY STUDY - Cumberland Co.

The Department hopes to obtain Federal participation in the cost of constructing the Freeway section on a 50-50 basis. Although no overall cost estimates have been furnished by the Department, it is expected that because of the length of the proposed improvement its cost and construction would have to be spread over a period of several years.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - EXT. 431-432



IMMEDIATE RELEASE

1960

ROUTE 49 - DETOUR
Salem County

Trenton, Oct. 28 - The New Jersey State Highway Department has established a detour to carry Route 49 traffic in Salem County around Alloway's Creek Bridge at Quinton while it is closed for modernization from October 31 to December 15.

Large directional signs will be erected and maintained by the Highway Department at all key points along the detour route for the entire period it is in effect.

The detour's terminal points are Keasbey Street in Salem and the junction of Routes 67 and 49 in Marlboro. The detour will add about 3.3 miles to the distance between the two points - Route 49 between Salem and Marlboro measures approximately nine miles and the detour route is 12.3 miles long.

Starting in Salem at Keasbey Street eastbound traffic will turn north on Route 57 which joins Route 67 north of Alloway, then follow Route 67 southward to Marlboro. Westbound traffic will follow the same route in reverse.

Modernization of the Alloway's Creek Bridge consists of replacing the present timber deck of the swing span with a steel grid. When completed the new deck will be 30 feet wide and 95 feet long.

Work on the Route 49 bridge is part of a \$169,000 contract awarded earlier this year to the Hughes Steel Erection Company for replacing timber decks with steel grid decks on the U.S. 130 bridge over Big Timber Creek between Westville, Gloucester County; the Route 36 bridge over the Shrewsbury River in Highlands, Monmouth County; the Route 47 bridge over Manatico Creek between Maurice Township and Millville; and the Alloway's Creek Bridge.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1960

ROUTE 208 - BIDS - ADV.

NYS & W. RR BRIDGE

Bergen County

Trenton, Nov. 2 - The New Jersey State Highway Department will receive bids November 23 on a contract for constructing a bridge to carry Route 208 over the New York Susquehanna & Western Railroad in Franklin Lakes, Bergen County.

Route 208 is now a continuous 9-mile two-lane facility between Route 4 at Fair Lawn and Colonial Road in Franklin Lakes.

The bridge is the first step of a two-phase Highway Department project that will soon extend the already completed section of Route 208 from Colonial Road 1.3 miles northwest to Route 202, first as a continuous two-lane highway and later as a dual 4-lane highway.

The single-track NYS&W crosses the highway's alignment at a 45 degree angle just west of Colonial Road. The 3-span bridge structure will be 190 feet long and 50 feet wide with provisions made in its construction for its southerly extension in width to accommodate a dualized Route 208.

The concrete bridge deck, supported by steel beams, will contain two 12-foot wide lanes for eastbound and westbound through traffic plus a 13-foot wide acceleration lane for westbound traffic that will enter the highway at the Colonial Road interchange. Along the south edge of the bridge deck sufficient width is reserved for carrying the highway's eastbound creeper lane for slow moving vehicles on the mile-long up grade.

A 6-foot sidewalk area will border the northerly side of the bridge deck and safety balustrades and railings will be built along each edge of the bridge.

(more)

1960
ROUTE 208 - BIDS - ADV.
NYS & W. RR BRIDGE
Bergen County.

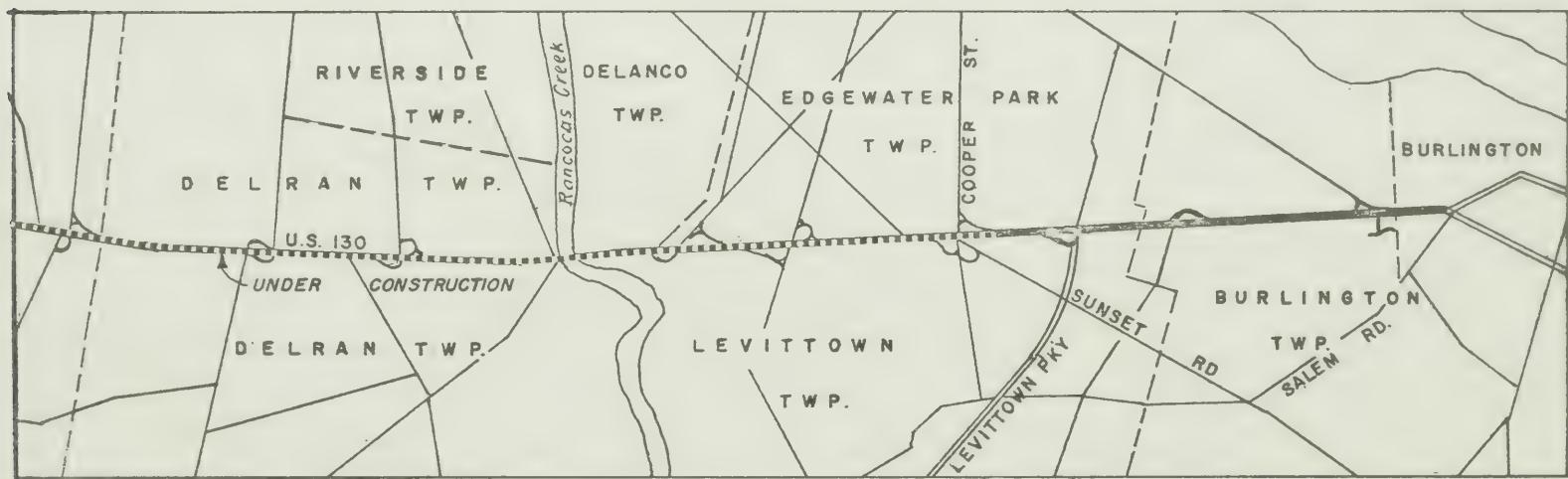
Four interchanges within the completed 9-mile Route 208 roadway section are now underway to carry local roads over Route 208 and furnish local connections with the highway. This construction was started last March and included elimination of at-grade crossings of the highway at Summit, Russell, Cedar Hill and Grandview Avenues in Franklin Lakes, Hawthorne and Wyckoff.

According to a Highway Department spokesman only an extended period of inclement weather will prevent opening the Cedar Hill Road and Russell Avenue interchanges during next week. Target date for completion of all four interchanges is August, 1961.

Extension of the highway another 1.3 miles northerly to its direct connection with U. S. Route 202 in Oakland is expected to get underway next summer.

The Federal Bureau of Public Roads will share half the bridge construction costs. All bids on the contract will be reviewed by State Highway Department and Federal engineers before it is awarded. Once undertaken the contract is to be completed within 160 working days.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



RELEASE WEDNESDAY, P.M., NOV. 2

1960

Safety Improvements

U.S. Route 130

Burlington & Camden Counties

Trenton, Nov. 2 - The New Jersey State Highway Department will receive sealed competitive bids Nov. 23 on another extensive project aimed at increasing safety of the 14.5 mile Route U.S. 130 stretch between Salem Road, Burlington, and the Airport Circle in Pennsauken Township, just west of Camden.

Extending through parts of Burlington and Camden Counties, the 100 percent state financed project will include: Construction of 18 new jug handles to permit left and "U" turns from outside main highway lanes; closing an estimated 75 openings in the existing center divider; replacing more than two and one-half miles of low sloping curb that separates opposing directions of traffic along part of the highway with 32-inch concrete center barrier to prevent head-on collisions; and resurfacing nearly three miles of the four-lane highway with bituminous concrete to better its riding qualities and skid resistance.

The 6.4 mile long three-section project will skip a 3,500 stretch centered on Federal Street and the Pennsylvania Railroad in Pennsauken Township where future improvements are being planned; a 6-mile stretch through Willingboro, Edgewater Park, Delran and Cinnaminson Townships where the closing of more than 100 center island openings and construction of 25 new jug handles is already nearing completion under a project that got underway at this time last year; and a short highway section at Pennsauken Creek where extensive improvements are being made at and immediately adjacent to the Route 73 overpass interchange site.

Within the most southerly section of the new improvement project, a 1.1 mile piece between the Airport Circle and Terrace Avenue in Pennsauken Township,

(More)

1960
Safety Improvements
Route U.S. 130
Burlington & Camden Counties

the worn and slick highway will be completely resurfaced and the low curbing separating opposing directions of traffic replaced with new 32-inch high concrete barrier.

Openings in the barrier within this section will be located only at intersections of Route 130 with the Marlton Pike and Drexel Avenue, where jug handles were completed two years ago by the Highway Department, and at Terrace Avenue where a new jug handle will be constructed.

The second work section extends from Browning Road to Haddonfield Road, a total distance of 2.8 miles. From Browning Road to Union Avenue, about half the total distance of the section, the low concrete separator will be replaced with barrier curb, the highway's four lanes resurfaced, and jug handles built at four locations.

At Browning Road a jug handle will be built on the west side of the highway to permit southbound Route 130 traffic to turn into Lexington Avenue and connect with east or westbound Browning Road or make "U" turns.

Another jug handle to be built on the easterly side of the highway at Merchantville Avenue will permit northbound Route 130 drivers to make "U" turns or head east or west on the local road.

At Cove Road jug handles on each side of the highway will utilize portions of Wayne and Madison Avenues in aiding the highway turning movements and at Union Avenue completely new ramp roadways will be built as part of jug handles to be located there.

Within this area the center barrier will be continuous except where traffic signals at the jug handles control cross-traffic and Westfield Avenue where signals will permit northbound Westfield Avenue traffic to enter northbound Route 130 and southbound Route 130 traffic to enter southbound Westfield Avenue.

(more)

For a stretch of approximately 450 feet centered on the Pennsylvania Reading Seashore Lines overpass, the existing concrete Route 130 roadway will be removed and replaced in order to maintain a minimum 14.5 foot clearance between the roadway and railroad bridge girders.

Between Union Avenue and Haddonfield Road the work will consist of closing 19 center island openings and constructing pairs of jug handles at Suckle Highway and Hilton Road.

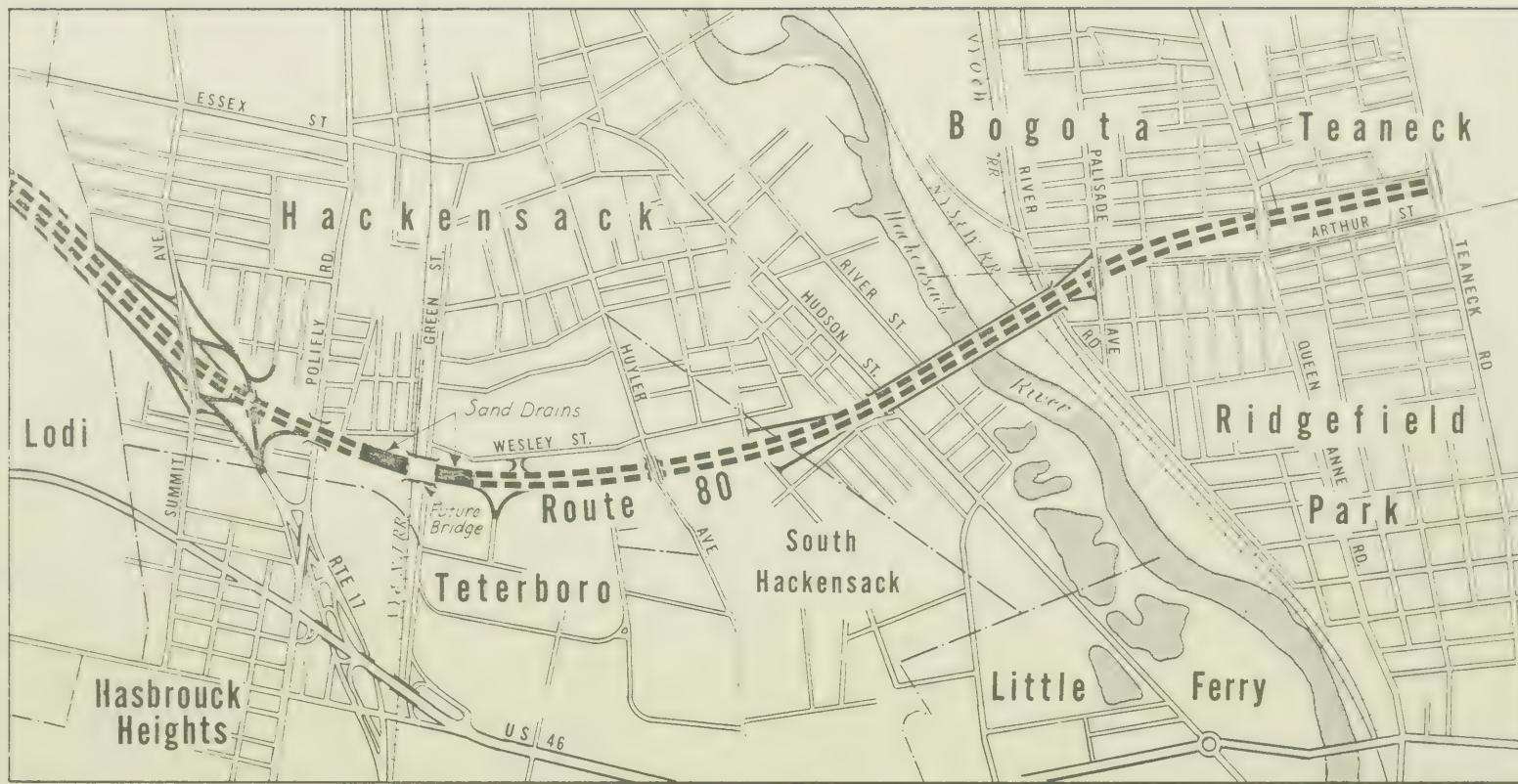
The third section of the overall project extends for approximately 2.4 miles from about 400 feet north of Cooper Street in Edgewater Park Township and Salem Road in Burlington. In this area seven new jug handles will be built and 30 openings in the existing earth center island will be closed.

Two jug handles will be built to take all turning movements between Route 130, Levittown Parkway and Woodlane Road beyond the limits of through highway traffic lanes.

A single jug handle on the westerly side of Route 130 will be built for left turning southbound highway traffic at Willingboro Parkway in Levittown Township and a pair of jug handles built to handle "U" turn traffic movements at a point about midway between Willingboro Parkway and the Princeton Circle-Beverly Road area where the most northerly set of jug handles will be located.

The entire three-section project is to be completed within 160 working days after execution of the contract. All bids received on November 23 will be reviewed by State Highway Department engineers before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432

RELEASE WED. NOV. 2, P.M.



1960
INT. RTE. 80 - ADV.
Bergen County
Sand Drains

Trenton, Nov. 2 - The New Jersey State Highway Department will receive sealed competitive bids November 23 on stabilizing a 1,500 foot stretch of reclaimed marshlands within the limits of future Interstate Route 80 (Bergen-Passaic Expressway) in Teterboro, South Hackensack and Hackensack, Bergen County.

The work will be adjacent to the Erie Railroad and Green Street, parallel facilities intersecting the Route 80 alignment at an approximate 90 degree angle. State Highway Department construction plans call for the Freeway to span both local facilities with a multi-lane viaduct that will have a standard minimum railroad clearance of 22.6 feet.

Purpose of the stabilization project is to prepare the unstable land areas immediately adjacent to Green Street and the railroad to support the relatively heavy earth embankments that will carry the Freeway's roadway approaches to the viaduct.

The sand drain method of stabilization will be employed on this project with more than 450,000 lineal feet of 20-inch diameter columns of sand installed vertically to drain the sub-soil as it is compressed under the weight of an earth overload being placed under this contract for that purpose.

In the sand drain method of stabilization a 4-foot thick layer of sand is spread. Columns of sand are then punched vertically through the layer to firm bottom. These sand columns will be located in staggered rows 10 and 12 feet apart. The columns in each row vary from 11 to 14 feet apart.

The sand drains to be installed on this project will run from 35 to 122 feet vertically before reaching firm bottom underlying the marshy sub-soil.

(more)

1960
INT. RTE. 80 - ADV.
Bergen County.
Sand Drains

After the earth overload is added, uniform settlement of the area will take place within a relatively short period and roadway embankments can be built without danger of further excessive or uneven settlement of the sub-soil after the highway is completed.

The area to be stabilized will vary from 300 to 540 feet in width. All work is to be completed within 110 working days.

The project is part of a series of construction contracts that are to be let within the next several months for completion of Interstate Route 95 and 80 portions of the Bergen-Passaic Expressway that will connect the George Washington Bridge with Route 17 to the west and the New Jersey Turnpike to the south.

Total cost of the overall 6-mile long project is estimated at \$65 million. The State Highway Department is aiming for its completion to be coincident with that of the George Washington Bridge double decking, completion of which is planned for mid-1962.

Interstate Route 95 and Interstate Route 80 are both freeways coming under the 41,000 mile network of freeways linking major metropolitan areas throughout the United States. Ninety per cent of all costs will be paid by the Federal government.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960

Interstate Route 95 - BIDS
Teaneck Road to Route 4
Bergen County

Trenton, Nov. 3 - A bid of \$7,897,319.59 submitted by George M. Brewster and Son, Inc., of Bogota, was the lowest of 4 received today by the New Jersey State Highway Department on a contract for constructing another section of Interstate Route 95 approaches to the George Washington Bridge.

Other bidders on the project were: Yonkers Contracting Co., Inc., Yonkers, \$7,983,208.59; Hagen Industries, Inc., Elmhurst Contracting Co. Division, Corona, N. Y., \$8,179,085.33; S. J. Groves and Sons Co., Woodbridge, \$8,180,708.24.

The proposed 2.4 mile project is part of a 6-mile long section of the Bergen-Passaic Expressway comprising portions of Routes 80 and 95 which the Department aims to complete at the same time the lower deck of the bridge is finished in mid-1962. The Expressway will connect the bridge west to local roads and Route 17 and south to a connection with Route 46 and the New Jersey Turnpike.

The new work area will start at Route 4 in Fort Lee and stop just short of Teaneck Road, Teaneck Township. This section also includes portions of Leonia and Englewood, all in Bergen County.

The new freeway, up to 14 lanes wide in this area, will follow a right of way that averages 350 feet wide in developed areas, 400 feet in the meadows.

Highway Department plans call for grading, installing Freeway storm drainage systems, removing buildings, constructing sand drains and building a local road overpass bridge.

Grading plans will involve excavating more than 1-1/4 million cubic yards of rock and dirt from the eastern portion of the project and using this material to construct roadway embankments in the western portion.

(more)

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Interstate Route 95 - BIDS
Teaneck Road to Route 4
Bergen County

One of the major tasks confronting the contractor within the project limits will be cutting out a slice of solid rock some 2,100 feet long and roughly 350 feet wide. Near Jones Road the cut will be approximately 80 feet deep.

Storm drain construction in the eastern portion of the project will connect with a flume now being built to divert Flat Rock Brook from its present course. The flume will divert the brook at a point near the Northern Railroad of New Jersey and carry it along the northern edge of the future Freeway to a point about 2,400 feet east to Broad Avenue.

In the marshy area around Teaneck Creek 560,000 feet of vertical sand drain columns will be sunk to stabilize the meadow area which will serve as roadway foundation.

A separate contract for construction of a viaduct that will carry traffic over the Northern Railroad of New Jersey and adjacent marshlands to the Grand Avenue Bridge will be offered for competitive bidding in the near future.

In Fort Lee 12 buildings will be removed along Ridgewood Terrace near the site where a relocation of Edgewood Road will be bridged over the superhighway.

The 250-foot long bridge will be erected some 700 feet north of Grandview Terrace. It will provide a 30-foot wide local roadway and have two 8-foot side walks.

Short sections of Ridgeland Terrace will be relocated and connected to the east and west approaches of the new Edgewood Road overpass.

The project will also include preliminary grading for an interchange that will connect the Freeway with Fort Lee Road, which will be relocated about 600 feet east of the present detour.

(more)

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Interstate Route 95 - BIDS
Teaneck Road to Route 4
Bergen County

Under a previous \$1.5 million contract, which includes construction of the Flat Rock Brook flume, bridges to carry the Freeway over Broad Avenue and Grand Avenue are being built.

Other Highway Department projects now underway in the Teaneck Road-Route 4 area of future Route 95 include installation of more than 4 million feet of vertical sand drains, to cost \$6,800,000 and removal of 1.3 million cubic yards of unsuitable material from a former sanitary landfill at a cost of \$837,000.

Total cost of the overall Route 17-George Washington Bridge project is estimated at \$65 million for those portions of Interstate Routes 95 and 80 that will connect with the George Washington Bridge. Both Freeways come under the 41,000-mile network of Interstate routes linking major metropolitan areas in the United States. Ninety percent of all costs will be paid by the Federal Government.

All bids will be reviewed by the State Highway Department and Federal Bureau of Public Roads before the contract is awarded.

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